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PROJECT NOTIFICATION FORM

CHARLES RIVER PLAZA

Submitted to

Boston Redevelopment Authority

Submitted by

**Charles River Park
B Company**

**Charles River
Plaza Company**

MAY 1988

Prepared by

Benjamin Thompson & Associates

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BOSTON REDEVELOPMENT AUTHORITY
DOWNTOWN ZONING INTERIM PLANNING OVERLAY DISTRICT
PROJECT NOTIFICATION FORM

I. Summary

A. Project Identification

1. **Project Name**
Charles River Plaza
2. **Address/Location**
161-191 Cambridge Street
Boston, Massachusetts 02114
3. **Property Owner**
Charles River Park
B Company
Cambridge Street

Charles River
Plaza Company
4. **Developer**
Charles River Park
B Company
Cambridge Street

Charles River
Plaza Company
5. **Developer's Representative**
Sumner Edelstein, Charles River Properties, Ltd.
Bill Churchill, Charles River Properties, Ltd.
6. **Architect**
Benjamin Thompson & Associates
One Story Street
Cambridge, Massachusetts 02138
7. **Legal Counsel**
Janet Aserkoff, Attorney
One Longfellow Place
Boston, Massachusetts 02114

8. **Estimated Commencement/Estimated Completion**

Construction is expected to commence in the summer of 1989, and be completed by the fall of 1990.

9. **Approximate Construction Cost**

	New Construction	Renovation
North Building	\$ 1,600,000	\$6,350,000
South Building	7,800,000	1,000,000
West Building	10,000,000	900,000

10. **Status of Project Design**

Schematic Design

11. **Is this project subject to Boston Zoning Code, Article 31? If not explain.**

Yes, this project is subject to Article 31.

B. **Narrative Project Description (Describe the site and the design and development programs).**

The proposed project includes alterations and additions to the Charles River Plaza commercial project located at Cambridge Street.

The property faces onto William Cardinal O'Connell Way. The existing buildings include a fourteen story Holiday Inn hotel along the western edge of the site at Blossom Street; a two story retail and office building containing the three screen Charles Cinema along the northern edge of the site; and a nine story office building with ground floor retail shops along the eastern edge of the site. A two and one half story parking garage currently containing 808 spaces fills the center of the site and extends under the buildings on the north and east, and up to the hotel on the west.

The proposed project includes a new free-standing six story retail and office building to be located along Cambridge Street between the existing hotel and office buildings. This building will be designed to reestablish traditional scale, uses and materials to this section of Cambridge Street. Retail uses will be included at ground level along the street and at plaza level along the north edge of the building. High quality materials, details and ornaments

will create a strong contextual tie between the project and the historic Otis House and Old West Church to the east, as well as Beacon Hill and Charles Street to the south.

Alterations to the Holiday Inn include a seven story retail and guest room addition to the southern end of the existing hotel facing on Cambridge Street; and an eleven story hotel, office and health spa addition to the northern end of the existing hotel facing on Blossom Street. In addition, the existing top level restaurant and bar will be converted to special suite type hotel rooms.

Finally, the existing two story building containing the Charles Cinema will be enlarged to contain an expanded Stop & Shop grocery store on the plaza level, and an expanded multi-plex cinema on new second and third levels. Improvements also include a reconfigured service area at the northwest corner of the project, and a new, wider pedestrian pass-through at the northeast corner of the project.

No significant alterations are anticipated for the existing nine story office building on the eastern edge of the site.

- C. List any zoning relief required for this project, (including any zoning variance, exception, conditional use permit, interim planning permit, zoning map or text change or Development Impact Project Agreement).
- * Interim planning permit for downtown IPOD
 - * Boston Civic Design Commission Review
 - * Variance and Conditional Use Permits
 - * Development Impact Project Agreement
 - * Landmarks Commission

II. Project Description

- A. Attach map showing location of project survey if available; site plan and architectural rendering if available.

The accompanying figures include a site location map, survey, site plan and model photograph.

B. Dimensions

	Proposed South Bldg.	Existing West Bldg.	Proposed West Bldg. South	Proposed West Bldg. North	Existing North Bldg.	Proposed North Bldg. Alteration	Existing East Bldg.
Building Height (above Camb.)	65	130	65	110	65	65	114
Number of Stories	6	14	7	11	2	3	9
Square Footage of Lot	171,423 S.F.						
* Bldg. Square Footage (in thousands)	93	165	18	83	87	60	122
* Total Bldg. Sq. Ftg.	628,000 S.F.						
Floor Area Ratio	3.66						
Parking Facilities	2 levels below grade; 1 level surface; approximately 616 parking spaces						

* Square footage calculations reflect total gross square footage and will be adjusted per Boston Zoning Code as plans develop.

C. Uses - list the current and proposed uses and the square footages for each use:

<u>Current uses</u>	<u>Square footage</u>
Office	132,000
Retail/Commercial	55,000
Hotel	165,000
Cinema	22,000
Total	374,000
 <u>Proposed additional uses</u>	
Office	46,000
Retail/Commercial	70,000
Hotel	18,000
Hotel/Office	83,000
Cinema	37,000
	254,000

III. Assessment of Development Review Components

Note anticipated direct and indirect environmental impacts, if any, for each review component. If significant adverse impact is considered likely to result, please explain. Positive impact may also be noted.

A. Transportation Components

The following summary of traffic and access issues will be fully addressed within a Transportation Access Plan (TAP) to be submitted to the City at the appropriate point of the development review process by Norman Abend, the project's transportation consultant. The scope of the TAP will be determined through discussions between the developer's Transportation Consultant and Boston Transportation Department (BTD) personnel and issued formally by the BTD. The discussion that follows is an overview of transportation issues that would likely be incorporated into the TAP scope.

1. Traffic Management

The proposed project includes several land use types which have diverse trip generation characteristics. The fact that the project involves mixed uses will affect the generation rates favorably, with multi-purpose trips reducing overall trips to and from the site. Also favorably affecting the trip rates is the incremental nature of the proposal: Each of the proposed facilities is an add-on to an existing activity at the site and will therefore generate fewer trips on a per unit basis than would otherwise be the case.

Access for vehicles to the site would be from Cambridge Street at two existing curb cuts. A loading dock located along William Cardinal O'Connell Way will be relocated to the Blossom Street side of the site to provide better access and staging for truck deliveries, particularly with the Stop & Shop involved.

Access for pedestrians will occur at many points around the project. A pedestrian way through the northeast corner of the site will be redesigned to provide a safer, more streamlined route to the property. Pedestrian access along Cambridge Street will be more clearly defined. Access to public transportation is nearby. There are existing bus routes, and travel

along Cambridge Street, North Station is within a five minute walk, as are Charles Street Station along the MBTA Red Line, and Bowdoin Station on the MBTA Blue Line.

Cambridge Street currently carries approximately 33,000 vehicles per day/ 2,750 vehicles per peak hour; Blossom Street carries approximately 5,400 vehicles per day/1,500 vehicles per hour. Automobile and truck trips will be projected and a complete analysis of site trips will be done as part of the TAP.

The TAP will address the modal splits of trips, the temporal nature relative to peak and off-peak impacts, and the overlap of trips due to the mixed-use nature of the site. As part of this work a survey of users will be conducted to provide a database for the analysis. This would likely include traffic and pedestrian counts, user questionnaires, interviews, and review of data from other TAPs submitted to the City. From this database the impacts on roadway and sidewalk congestion will be assessed.

2. Parking Management

The existing use of the site includes 808 parking spaces, 647 below grade and 161 at the plaza level. The proposal call for office, retail and loading facilities to encroach on this parking on the order of almost 200 spaces leaving a supply of 616 on-site spaces. The current parking supply is not fully utilized at the present time.

As part of the TAP, parking patterns will be evaluated to determine the impact the reduction in spaces will have on area parking supplies. Regardless of the on-site demand for parking, measures for reducing auto trips to the site will be considered.

3. Construction Management

At the present time no unusual construction issues are apparent. The primary staging area for construction will likely be the plaza at the center of the site. The impact of this will be the loss of parking on-site. The impact of construction worker traffic will be minimal due to construction work hours. The lack of available, low-cost parking will enhance the desirability of workers to use public transportation or be shuttled from a satellite location. Materials deliveries will be scheduled to avoid peak travel times on local streets and sidewalks. The TAP will address

construction-related traffic issues. A Construction Management Plan will subsequently be submitted prior to application for the building permit.

B. Environmental Protection Component

1. Wind

Due to the limited height of the new structures in relation to taller existing adjacent structures, it does not appear that this development will significantly affect current wind conditions in the project area.

2. Shadow

Some incremental shadow is expected to extend the existing shadow along Blossom Street in the early morning hours only. Other shadows cast by the new structures generally fall on the plaza parking level and the rear service area, and not on public open space.

3. Daylight

The proposed new structures are limited in height and are either extensions to existing structures or are oriented away from other existing structures. In addition, new buildings along Cambridge and Blossom Streets are either limited to 65 feet in height, or have setbacks at that height at the upper stories. As a result, the new building will have minimum additional effect on the extent of daylight in the area.

4. Solar Glare

Materials being considered for use in this project (including clear glass) will produce negligible solar glare.

5. Air Quality

Any potential long-term effects would be related to vehicle trips to and from the project. Short term effects, such as fugitive dust, would be related to construction activities associated with the project.

6. Water Quality

The project area is impervious and drains into the city's storm water system. Redevelopment of the property is not expected to result in increased runoff.

7. Flood hazard zones/wetlands

The project area is not located in a flood hazard zone or wetland.

8. Groundwater

The exposed soils of nearby open spaces in the West End allow groundwater recharge in the site vicinity. The water table is reflected in boring data collected in 1962 and 1963, (prior to initial construction of the project) under the supervision of geotechnical consultants, Haley & Aldrich. The data show an area of underlying permeable sands and gravels along the eastern edge of the property with underground water flow in a westerly direction. The balance of the property to the west is underlain with relatively impermeable clay and glacial till, and all new foundation work will occur in this westerly area. The proposed project is not expected to impact the area's groundwater.

9. Geotechnical impact, including subsoil conditions

Subsurface conditions from available borings indicate that the site is underlain by silty clay ranging in depth from 30 to 60 feet. Beneath the clay layer, a glacial till stream of fine to coarse sands exists in a layer between 5 and 20 feet thick. Bedrock was encountered below the glacial till at depths ranging from 50 to 90 feet. Geotechnical considerations will include foundation construction procedures sensitive to surrounding structures, groundwater levels, and potential vibration.

10. Solid and hazardous waste

The project will generate approximately 8000 lbs. of solid waste per day, which will be handled through a contract collection and disposal service.

11. Noise

Anticipated noise will be generated during construction activities. Compliance with construction noise restrictions will be observed. Long-term effects at the project are expected to be minimal.

12 Construction impact

Proposed safety features, construction methodology, and construction activities will include demolition, excavation, foundation work, and construction of permanent building structures and support systems. A Construction Management Plan will be developed with the City to address logistics and safety features necessary to minimize disruption to the surrounding area.

13. Rodent control

A rodent control program will be implemented during construction of the project.

C. Urban Design Component

1. Architectural compatibility

It is proposed that the new buildings along Cambridge and Blossom Streets will establish a compatibility in style and materials to the historic Otis House, Old West Church and the existing architectural texture of Beacon Hill. The design will respond to nearby buildings on Cambridge and Charles Streets through conformity of scale, use of traditional masonry materials on the exteriors, and diversity of facade treatment within the parameters of established historical storefronts; and an upper level massing which will reestablish an architecture along Cambridge Street which will "echo" the character of Beacon Hill and the old West End.

2. Relationship to subdistrict urban design features

This project will begin to repair and replace traditional urban design features along Cambridge and Blossom Streets. These include design of "row buildings" along these streets with five and six story cornice heights; more numerous penetrations into the site; reestablishing former patterns that align with Beacon Hill streets across Cambridge Street; base

massing and materials similar to other more traditional buildings; and storefronts and entry ways at street level that are modulated, detailed and scaled for the pedestrian.

3. Quality of pedestrian environment

The quality of the pedestrian environment will be significantly upgraded through the installation of high quality paving materials, wrought iron, street furniture and planting; provision of pedestrian ways at several points connecting the West End community through to Cambridge Street; expansion of retail and entertainment facilities which will brighten and enliven the area; and addition of control points and enclosed pedestrian walkways which will provide a higher degree of pedestrian comfort and safety.

4. Consistency with established design guidelines

This project is within the proposed boundaries for the Cambridge Street Improvement Area, currently under study by the Boston Redevelopment Authority. In developing the Charles River Plaza plan, the architects have considered the BRA's framework study for this area, and have been meeting with the BRA's design staff to discuss and review project plans. The project staff will continue to work with the BRA and related agencies as the design process advances.

D. Historic Resources Component

1. Impact on objects, structures, buildings, sites or districts of historic, architectural, archaeological or cultural distinction.

The goal of the project is to reestablish the scale, materials and many of the urban design features of the late nineteenth-early twentieth century street experience along Cambridge Street. In doing so, it is expected that the project will have positive impact in that it will provide a more appropriate street setting for the nearby Otis House and Old West Church; and will reestablish Cambridge Street as a coherent and distinguished entry way into the city of Boston.

2. **Landmark status of property, (Boston Landmark, State Register of Historic Places, National Register of Historic Places).**

None of the existing buildings on the project site are designated as Boston Landmarks or listed in the National or State Register.

E. Infrastructure Systems Component

1. **Anticipated sewage generation, if known.**

Existing uses estimated to generate 50,000 gallons of sewage per day. Proposed uses estimated to generate 78,000 gallons of sewage per day, based on the Sewage Flow Estimates Table of the Massachusetts Environmental Code, Title 5, C10 CMR 15.00.

2. **Anticipated water consumption, if known.**

Existing uses estimated to consume 58,000 gallons of water per day. Proposed uses estimated to consume 90,000 gallons of water per day, based on the Sewage Flow Estimates Table of the Massachusetts Environmental Code, Title 5, C10 CMR 15.00, plus 15 per cent.

3. **Anticipated electricity consumption, if known.**

Existing uses estimated to consume 3,700,000 watts. Proposed uses estimated to consume 6,300,000 watts, based on design conformance with Massachusetts State Building Code, 780 CMR, Article 20 and historical data for similar building types.

4. **Anticipated energy requirements, if known**

Building construction will be designed to meet the following: overall wall U_o 0.30 and overall roof U_o 0.07. The airconditioned buildings will have an overall thermal transfer value not greater than 34.2 BTU/hour per square foot of gross area of exterior walls. These standards are based on Table 2009.2, Article 20 of the Massachusetts State Building Code, 780 CMR.

IV. COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

Note anticipated jurisdiction of the following:

A. Boston Civic Design Commission Review

It is anticipated that the project comes under the jurisdiction of the BCDC as a "large scale development project," under Article 28 of the Boston Zoning Code.

B. Massachusetts Environmental Policy Act Requirements

It is not anticipated that the project will fall within MEPA's jurisdiction.

C. Boston Transportation Dept.

D. Landmarks Commission

E. Other

See Section I.C.

V.

DEVELOPER'S CERTIFICATION

This form has been circulated to the Boston Redevelopment Authority and the Boston Transportation Department as required by Boston Zoning Code, Article 31, Section 31-5 (1).

5-9-68
Date

Sumner Edelstein
Signature of Developer's Representative

9 May 68 *James R. Van Sickle*
Date Signature of Person Preparing

SUMNER EDELSTEIN
Name (Print or Type)

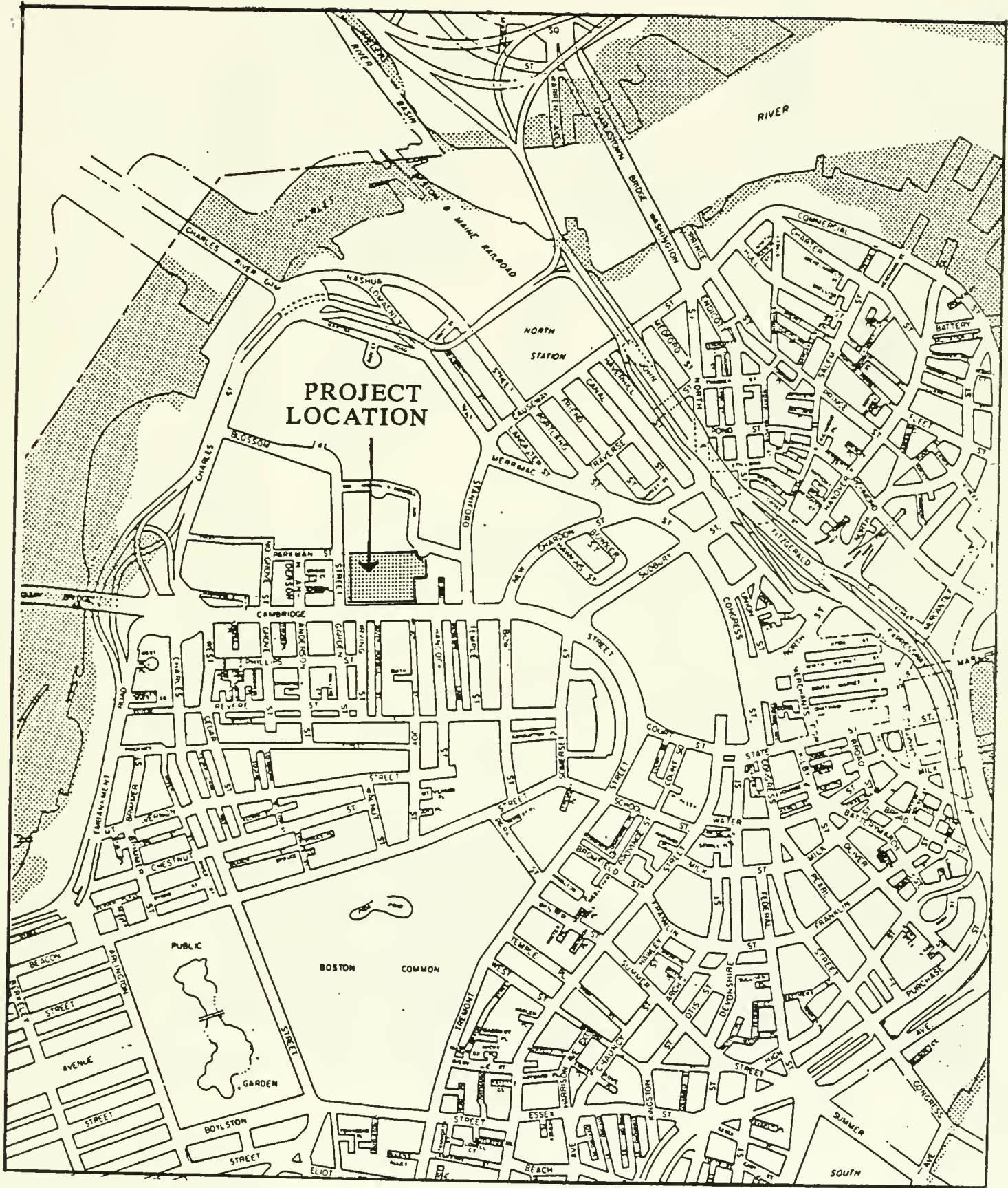
JAMES R. VAN SICKLE
Name (Print or Type)

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One Longfellow Place, Ste. 3612
Boston, MA 02114

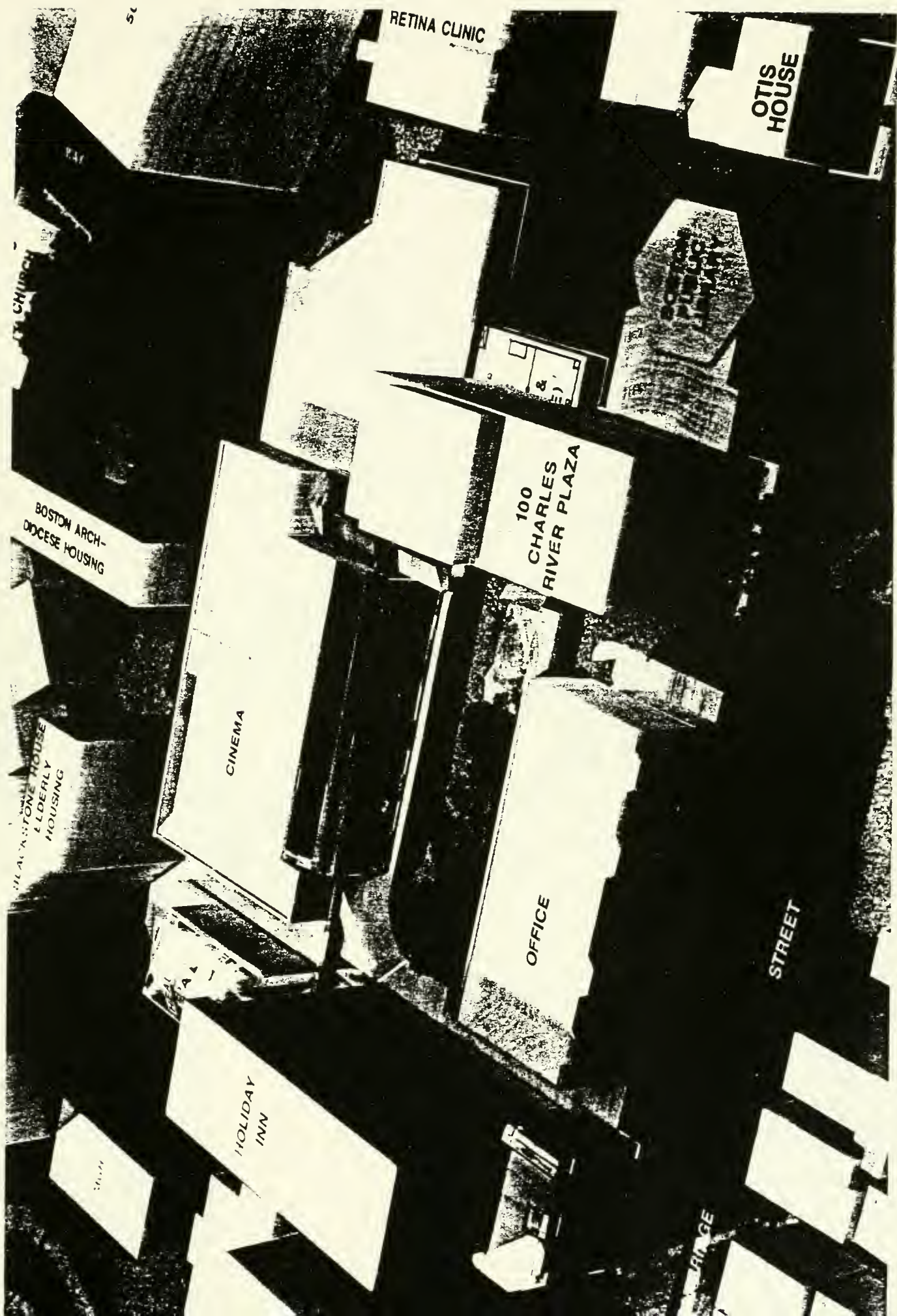
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Cambridge, MA 02138

Telephone: (617) 723-7760

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PROJECT LOCATION MAP



MODEL PHOTOGRAPH

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